

New Haven, Hartford, Springfield Commuter Rail Study

Steering Committee Meeting #2

March 24, 2003

Hartford Union Station

New Haven, Hartford, Springfield Commuter Rail
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Existing Conditions Report

- Completed and reviewed by ConnDOT
- Report available on www.nhhsrail.com
- Comments can be addressed to us after the meeting or in writing
- Any major comments from the committee?

Minimum Build Alternative



- Service
- Ridership
- Capital Cost
- Operating Cost
- Revenue

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Minimum Build Alternative

- Nine Existing Stations
 - New Haven Union Station
 - New Haven State Street
 - Wallingford
 - Meriden
 - Berlin
 - Hartford Union Station
 - Windsor
 - Windsor Locks
 - Springfield Union Station
- 30-35 minute train frequency
- No additional tracks
- Minimal additional parking

Service

- Service Objectives
 - Springfield to Hartford and return
 - Hartford to New Haven and return
 - Springfield to New Haven with Metro North Connection and return
 - New Haven to Hartford and return
 - Hartford to Springfield and return
 - AM arrivals every 30 minutes from 7:00 am to 9:00 am and PM departures from 4:00 to 6:00 pm.
- Requires four sets of train equipment making 12 one-way trips
- Requires high degree of schedule adherence

Ridership and Revenue

- Estimated 3,000 daily riders
 - 760,000 annual ridership
- Largest commute patterns
 - Wallingford to New Haven
 - Hartford to Springfield
 - Windsor to Hartford
 - Berlin to Hartford
 - Wallingford to Metro North / SLE
 - Springfield to Hartford
 - Meriden to Hartford
 - Meriden to New Haven
 - Springfield to Windsor Locks
 - Meriden to Wallingford
 - New Haven to Wallingford
 - Windsor Locks to Hartford
- Similar Fare Structure to Shore Line East
- Estimated \$6,250 per day revenue
 - \$1.6 million annual revenues

Capital and Operating Cost

- Capital Costs = **\$43.7 million**
- Including
 - 5 locomotives
 - 9 coach cars and 5 cab cars
 - Maintenance facility
 - Expanded parking at four stations (510 spaces)
 - Wallingford, Meriden, Berlin and Windsor
- Operating Costs = **\$7.1 million per year**
- Operating Deficit = **\$5.5 million per year**
 - **22.4%** farebox recovery rate
 - Subsidy of **\$7.26** per passenger

Rail Traffic Controller Simulation

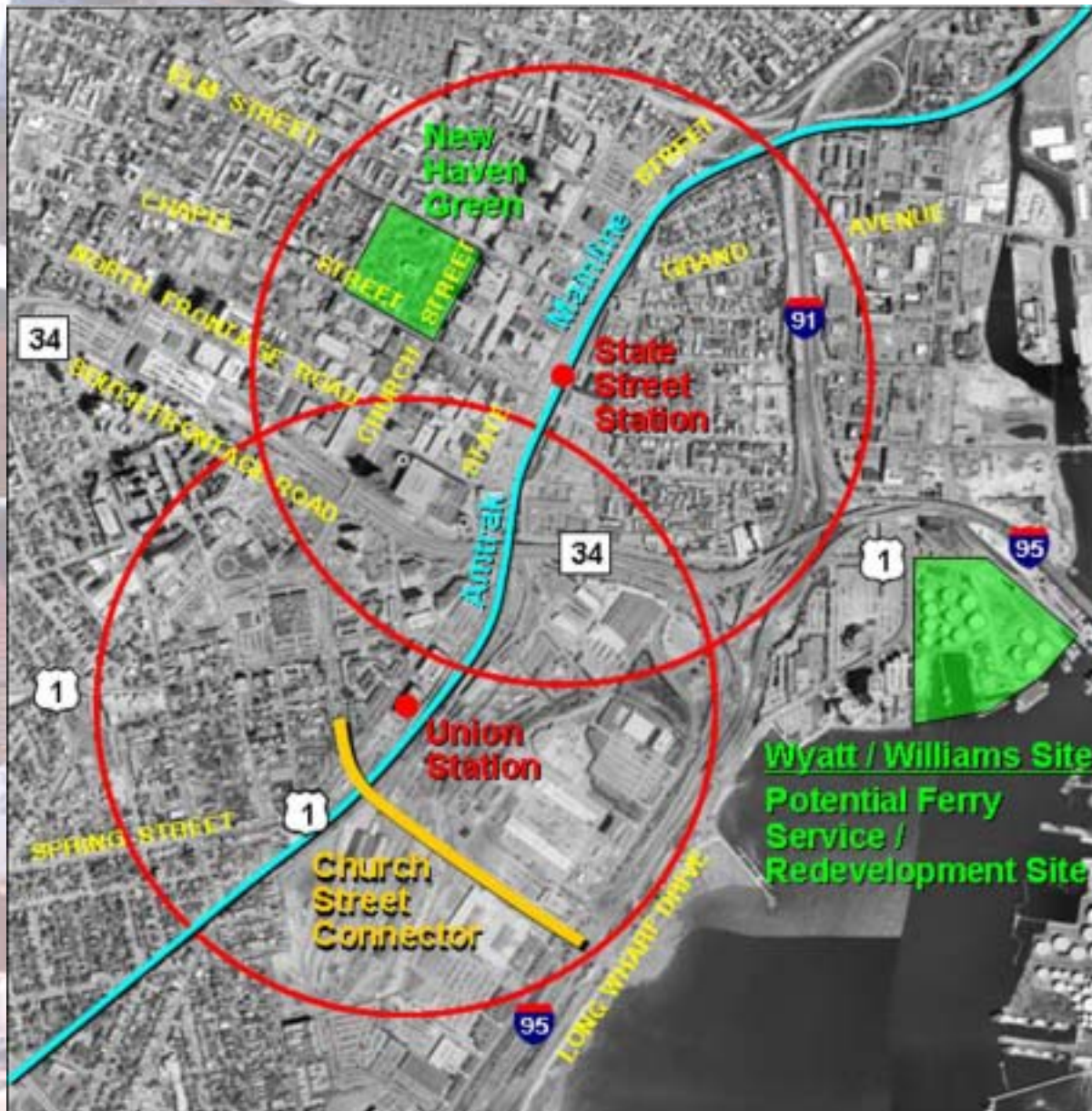


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Town Meetings

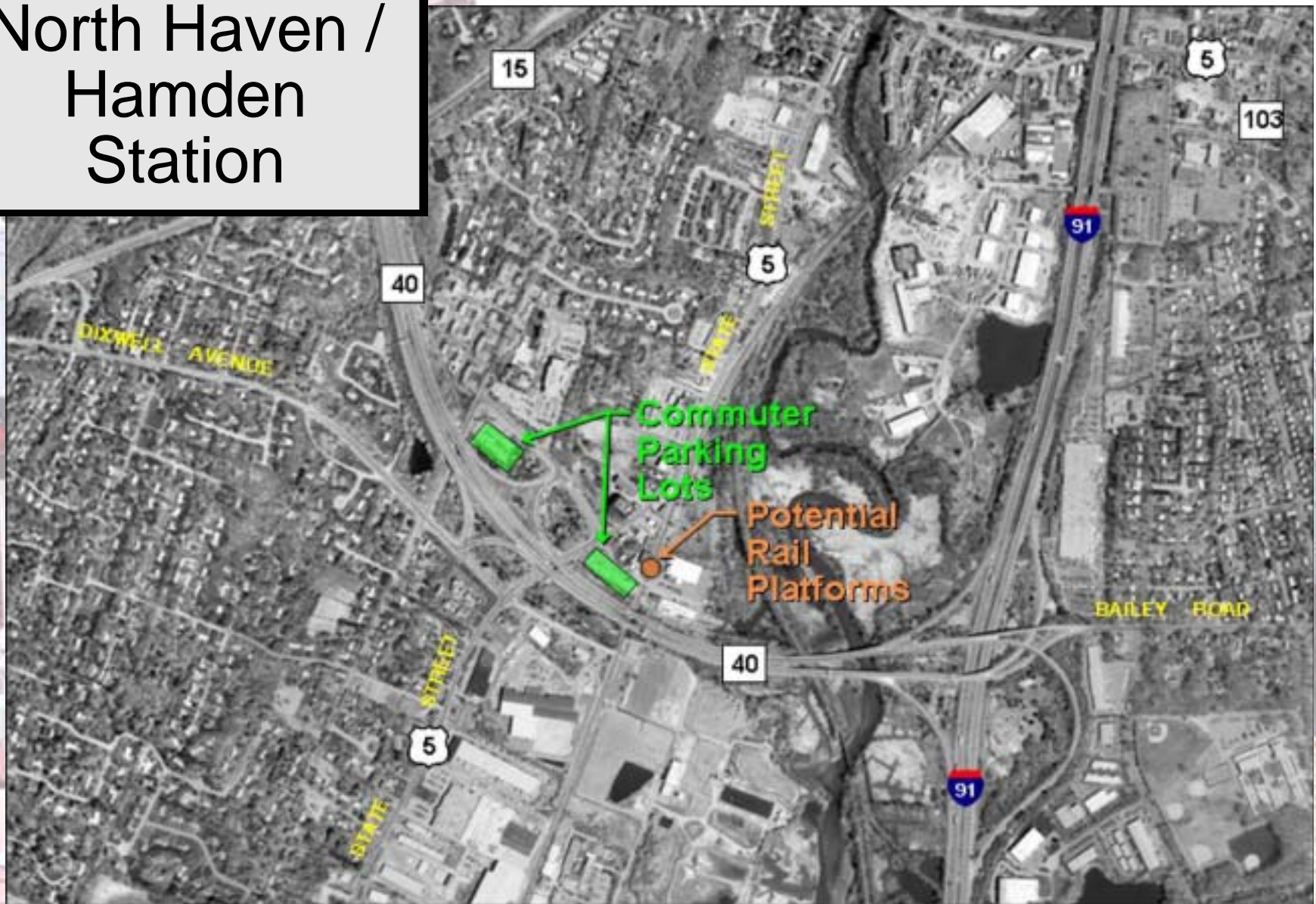
- Meetings held with each town to discuss potential alternative station locations
- Stations will be evaluated for a maximum build alternative
- Maximum Build will include double track on entire line and several additional stations

New Haven Stations



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North Haven / Hamden Station



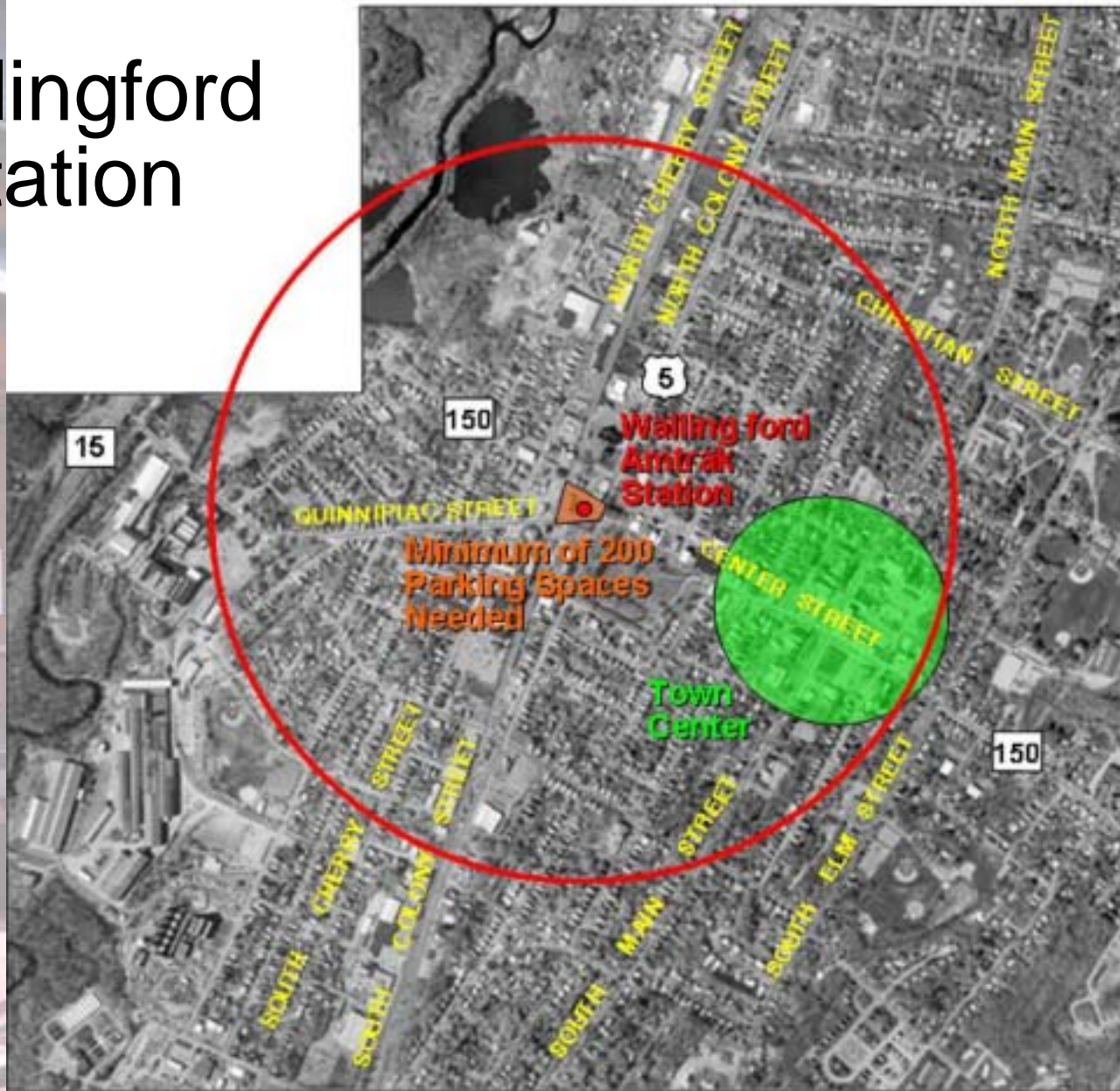
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Wallingford / North Haven Station



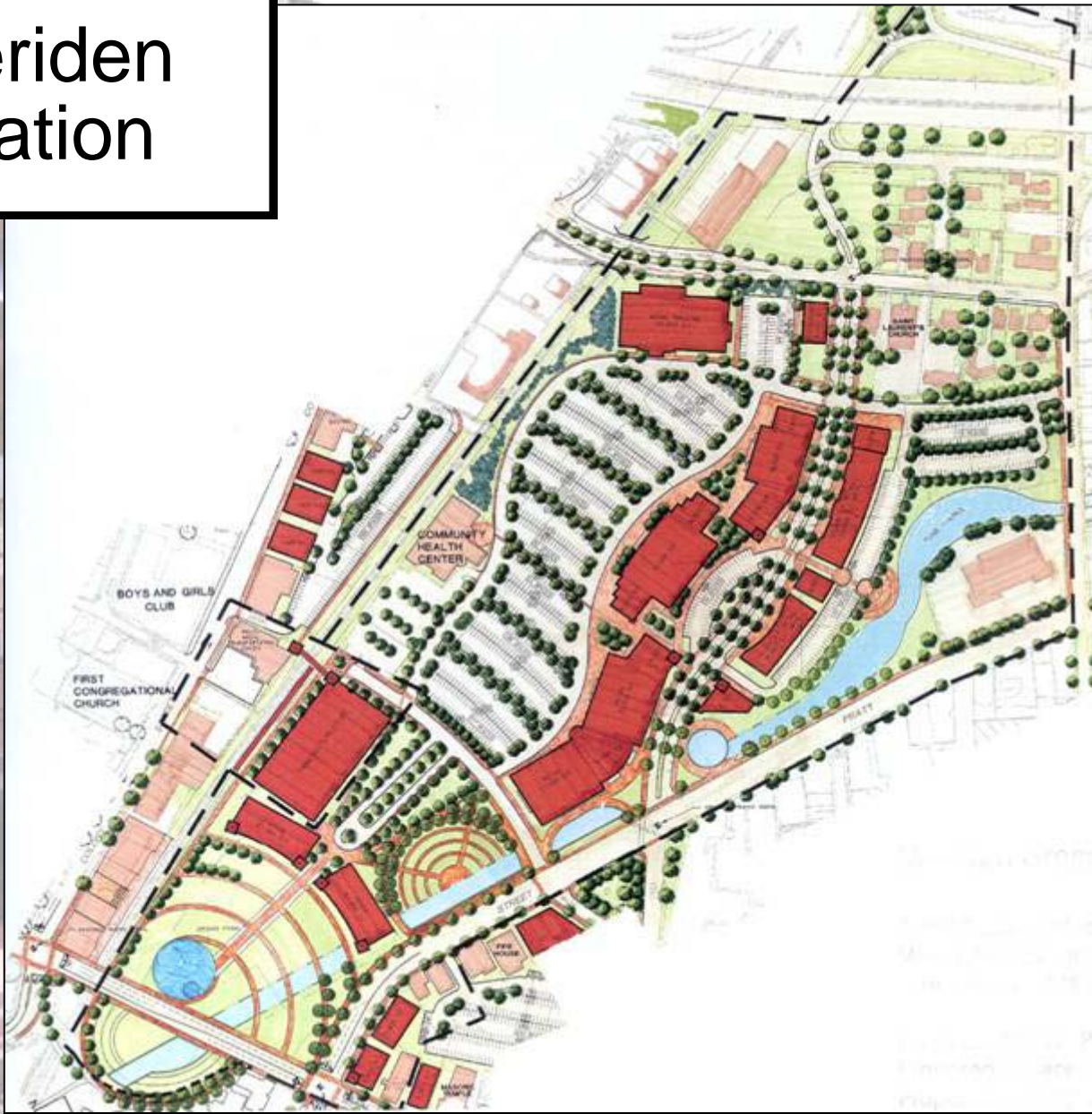
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Wallingford Station



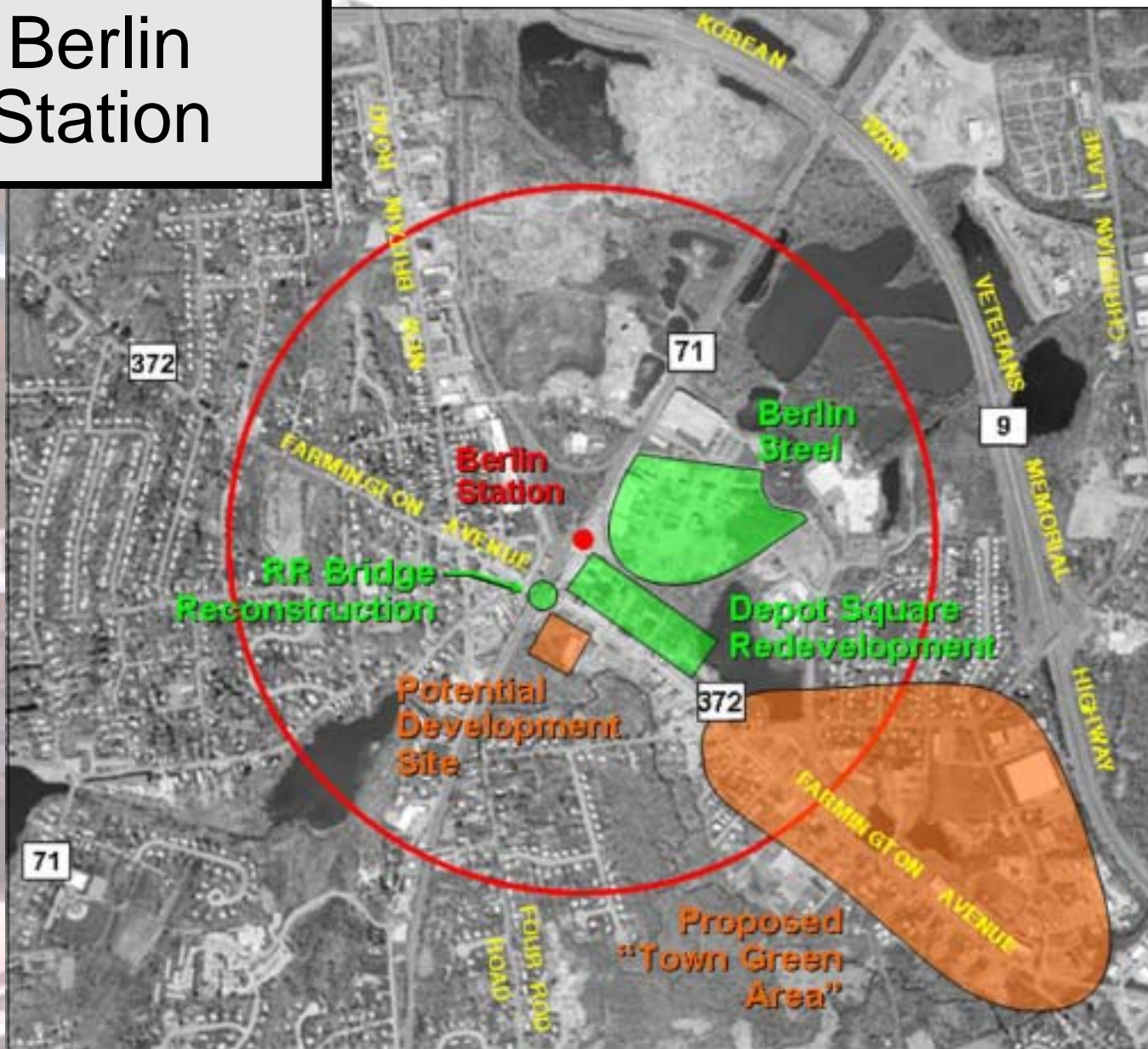
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Meriden Station



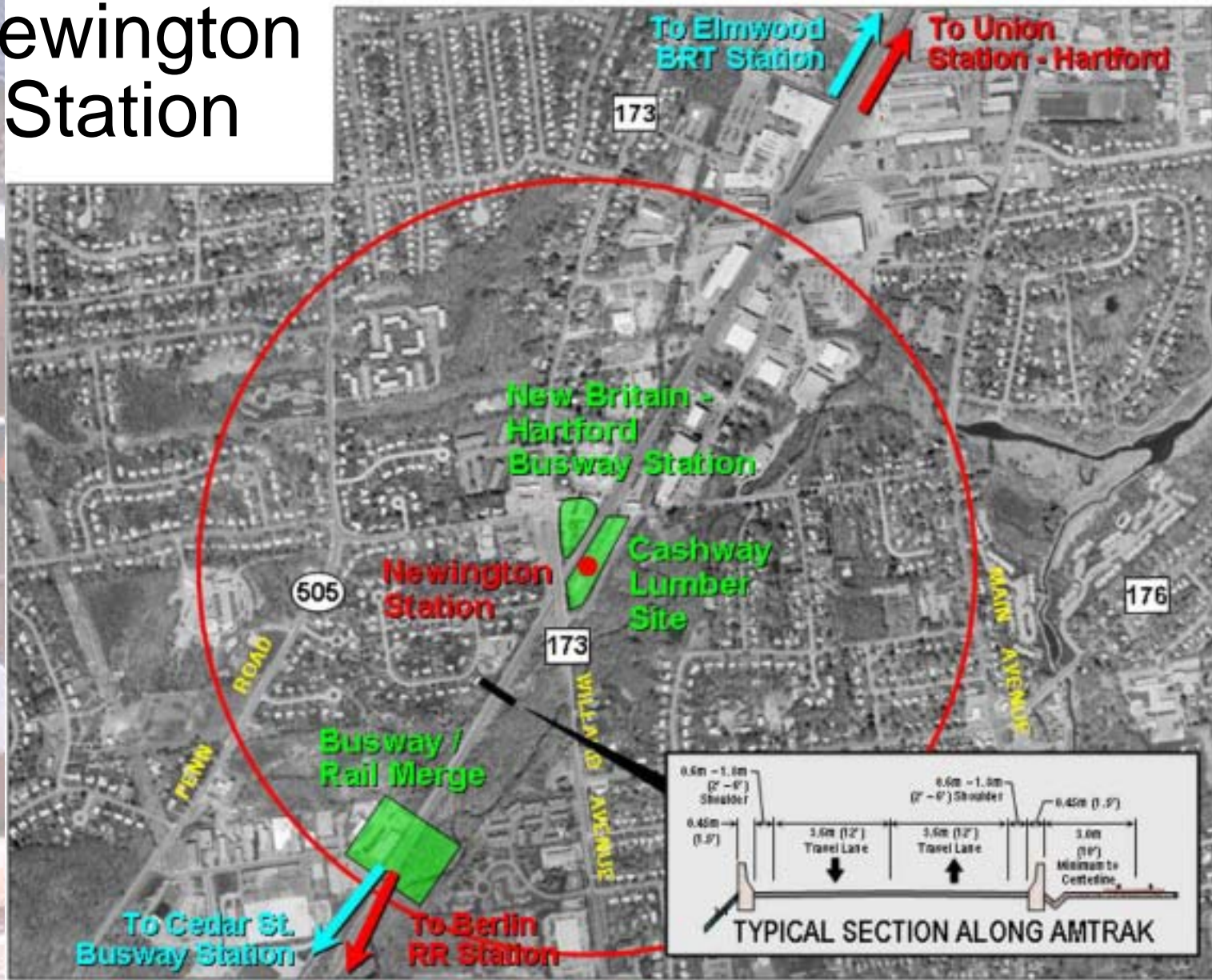
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Berlin Station

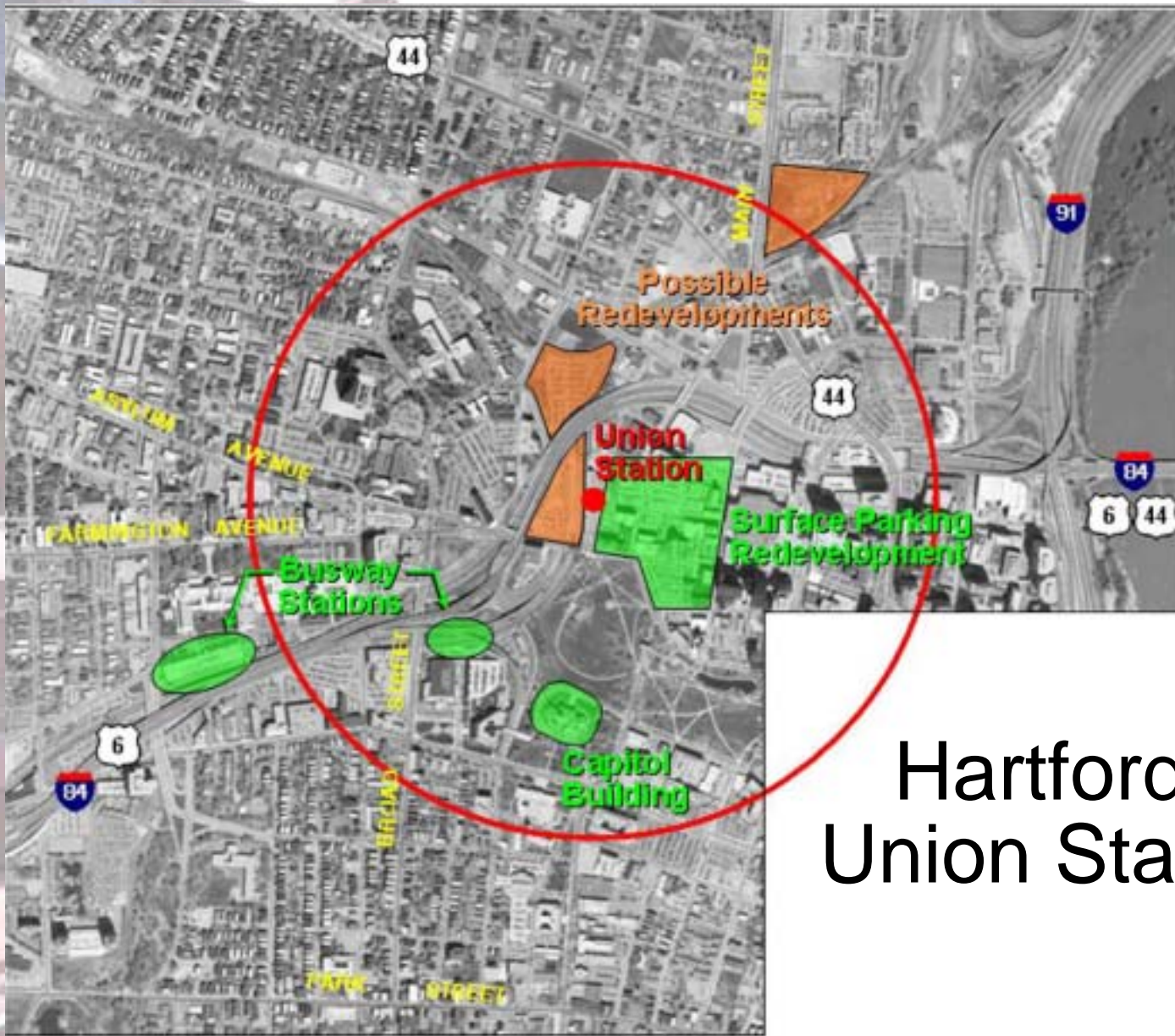


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Newington Station



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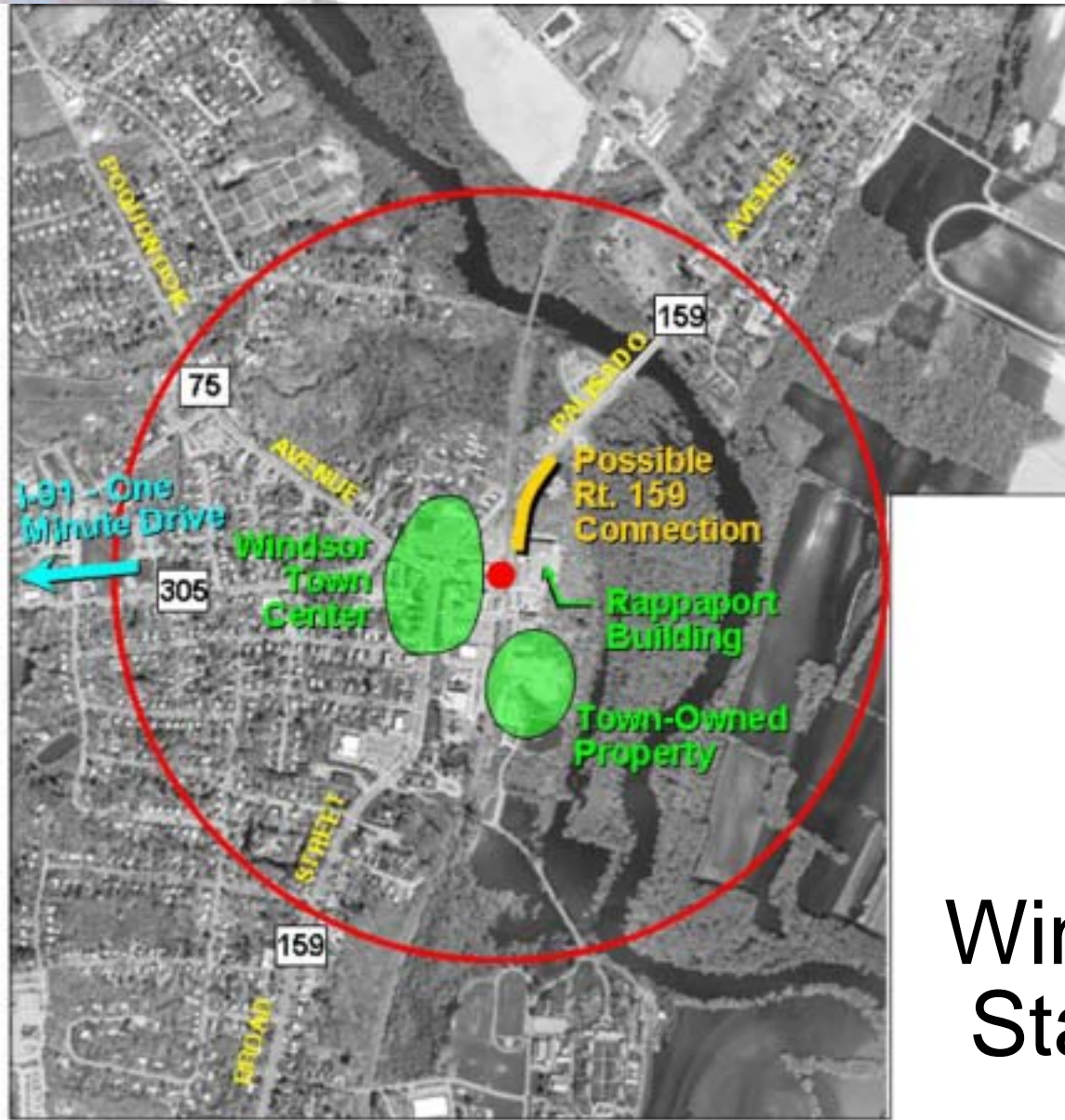
Hartford / Union Station

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Meadows

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Windsor Station

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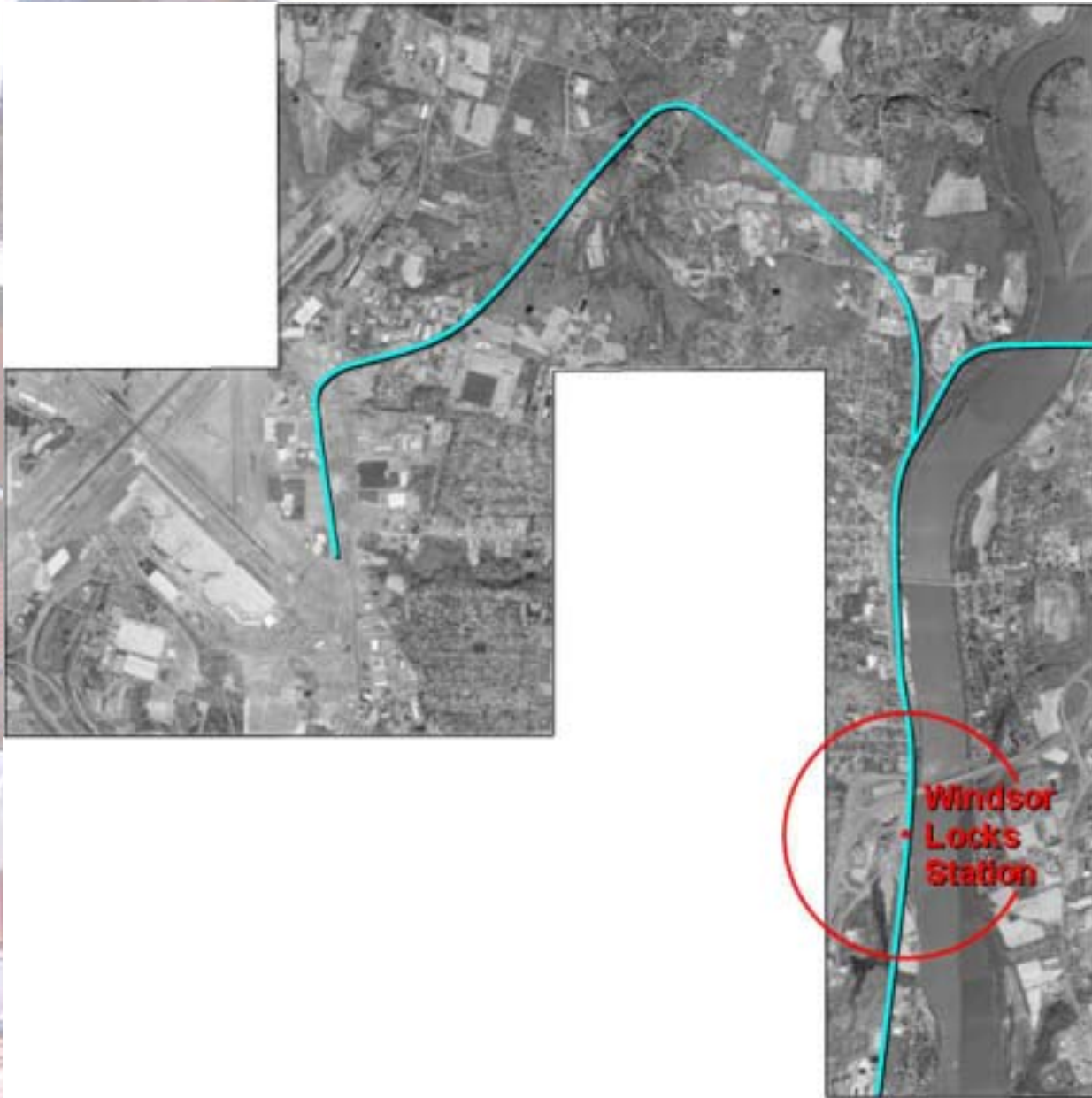


Windsor Locks Station



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Suffield Industrial Spur



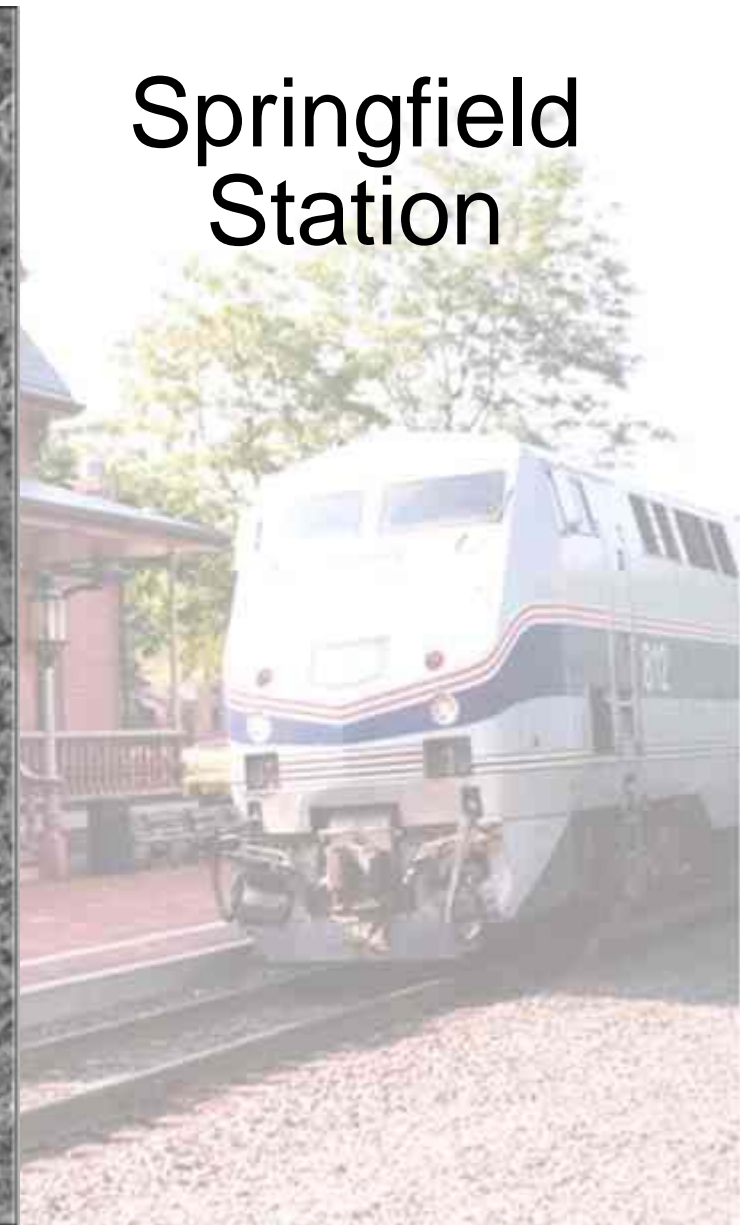
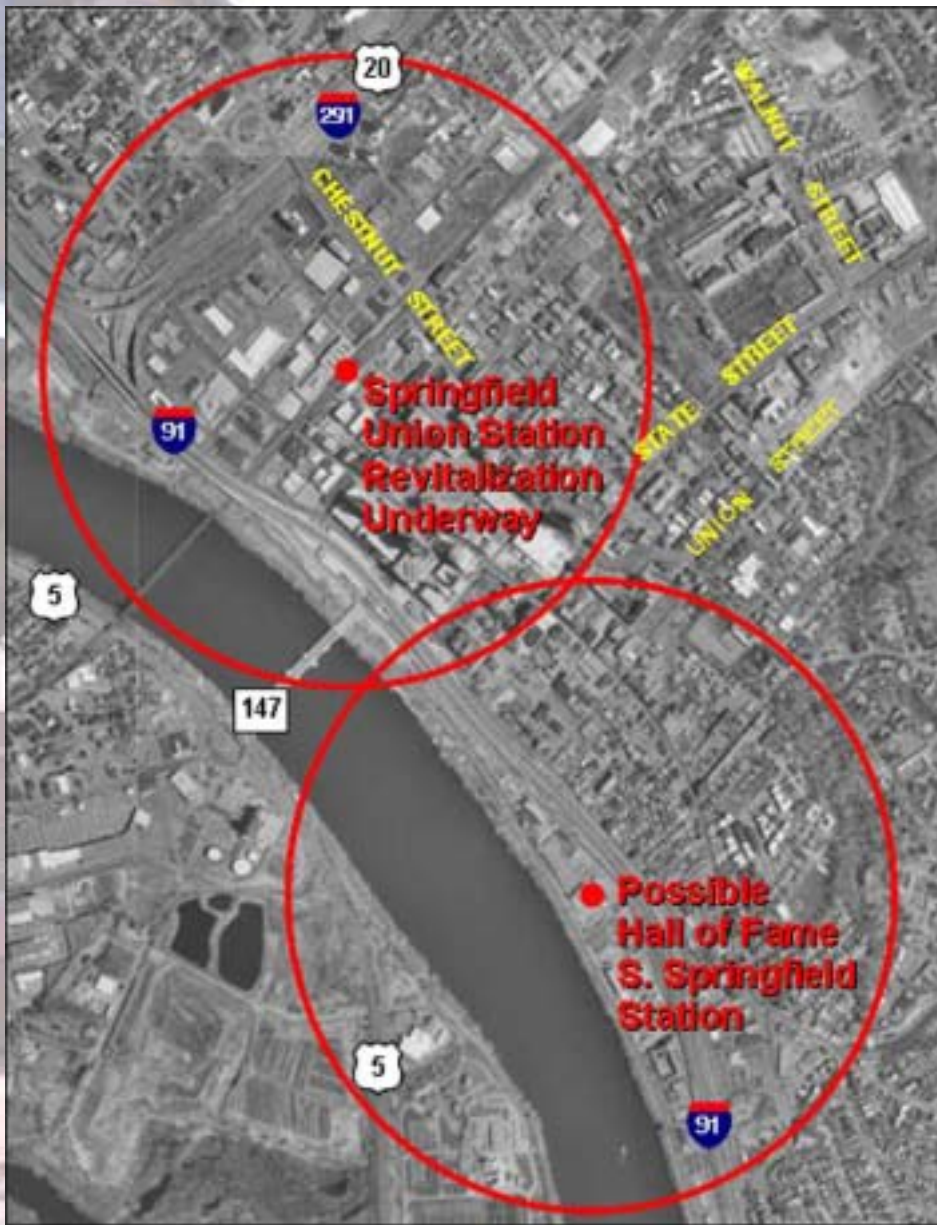
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Enfield Station



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Springfield Station



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Comments/Questions



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What's Next

- Public Meetings in April
- Alternative Development
- Next Steering Committee Meeting in May for Alternative Review

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Public Meetings

- **April 16** Hartford Union Station
 - Joint meeting with New Britain – Hartford Busway
- **April 22** Enfield Town Hall
- **April 23** North Haven Library
- **April 29** Windsor Town Hall
- **April 30** Meriden City Hall
- Displays available at 6:00 pm (4:00 on April 16)
- Presentation at 6:30 pm

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